

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**17 DECEMBER 2019****DIRECTOR'S REPORT**

This report provides updates on the MaaS Investment Fund bid; the development of the Delivery Plans for the respective City Region Deals; an update on cover for Shared Paternity Leave; the items discussed at the recent RTP Chairs' Forum hosted by Hitrans in Elgin; and an update on the Transport (Scotland) Act 2019.

1 RECOMMENDATIONS**1.1 That the Partnership Board:-**

- (i) notes the strategic region-wide bid made to the MaaS Investment Fund building on previous work across the region and that the outcome is awaited;
- (ii) notes the update on development of the Delivery Plans and approval processes for the signing of the respective City Region Deals;
- (iii) notes the proposals to procure cover for the Shared Paternity Leave of the Strategy Officer (Sustainable Transport);
- (iv) notes the items discussed at the recent RTP Chairs' Forum hosted by HITRANS and held in Elgin on 4 December 2019;
- (v) note the passage of the Transport (Scotland) Act 2019 into law;
- (vi) notes the update and progress made by the Aberdeen – Central Belt Reference Group and proposed next steps; and
- (vii) notes the progress with the Local Governance Review and the opportunity to submit proposals for testing and development.

2 MAAS (MOBILITY AS A SERVICE) DEVELOPMENT

- 2.1 As previously reported, Tactran engaged a partner, Sympatric Ltd, to support a strategic region-wide bid to the £2m Transport Scotland MaaS Investment Fund that was submitted on 5 September 2019. The bid proposal will develop a MaaS platform that will allow users to plan, book and pay for their journeys and will focus on three specific sectors with the aim of allowing future projects to come on board as and when the funding and opportunity becomes available.
- 2.2 Our proposal will seek £550,112 from the Investment fund for a total project cost of £842,689. The £550,112 is less £260,000 match funding from Tactran and partners and also a predicted revenue income from the project of £32,577.

- 2.3 Tactran is partnering with the Loch Lomond and Trossachs National Park, NHS Tayside and Dundee & Angus College. Fife College have also expressed a real interest in the platform we are hoping to develop.
- 2.4 The proposal includes 3 pilot user centred services which aim to address the fundamental problems of:
- The limited public transport options that exist in remote and rural areas; and which:
 - Restrict access to jobs, services and opportunities for residents without access to a car (within the pilot area a significant amount of households do not have access to a car);
 - Restrict the ability to promote sustainable access and enjoy The Loch Lomond and the Trossachs National Park (LLTNP) and other visitor attractions in the region to those that have access to a car.
 - The complex and limited transport journey options to gain access at the required times to education and health facilities whose hinterlands cover huge and remote areas, and therefore:
 - Restrict the further education and training opportunities available young people and those that are re-training;
 - Increase the stress of attending hospital and increase the risk of people without cars not making hospital appointments.
- 2.5 The platform also has the ability to host user accounts, enabling travel subsidies (e.g. for education or hospital visits) to be directed to users, and hence reduce the problems of the cost of travel for those that eligible for support.
- 2.6 A Governance structure will be established that will allow the platform to be accessed by future partners and any revenue generated will be able to be reinvested in the programme.
- 2.7 The original intention of Transport Scotland was to announce the outcome of the bidding process by the end of November. The calling of the General Election may have intervened and delayed an announcement. Any news on the potential timing of an announcement will be reported verbally to the Board.

3 CITY REGION DEAL DELIVERY PLANS

- 3.1 The calling of the General Election has also delayed the formal approval process for the City Region Deals. Over the recent period the respective City Region Deals have been developing their detailed Delivery Plans. For Tay Cities, the Deal is a mechanism for accelerating economic and inclusive growth in the Tay Cities Region. It is a joint commitment by the local Partners and Scottish and UK Governments. It will include investment by each Government of £150m over 10-15 years (subject to approval of robust business cases). Local Partners have indicated that this investment and associated leverage will have the potential to secure over 6,000 jobs and lever in over £400m in

investment over the next 10-15 years. There has been good progress in submitting the OBCs (Outline Business Cases) incorporating the anticipated financial profiles. OBC 'specialist' assessments and moderated summary to have been completed and submitted by each Thematic Board chair, in the case of Transport this has been led by the Tactran Senior Partnership Manager and reviewed by the Regional Transport Working Group.

- 3.2 For Tay Cities, the full suite of City Deal documentation was presented for approval at the Tay Cities Joint Committee meeting on 8 November 2019. Due to the proximity of the General Election the meeting was confidential and held in private. Elected Members were given the reassurance that they will have the opportunity to review the finalised documents provided by both Governments prior to the final Deal signing ceremony, which is intended to take place by the end of January 2020.
- 3.3 A similar situation pertains for the Stirling and Clackmannanshire City Region Deal. This is intended to see the investment of £214m over 10 years in a range of projects designed to improve the economic performance of the City Region. The outline business case for the one transport project that was allocated monies in the Heads of Terms (£7m for active travel) has been developed by Stirling and Clackmannanshire Councils.
- 3.4 A special meeting of the Stirling and Clackmannanshire City Region Deal Joint Committee was held on 15 November 2019. It was reported that the Deal documentation was ready to progress through the final approval stages with UK and Scottish Government Ministerial Review. The current ambition is to sign the Deal in January 2020 subject to the availability of key signatories.

4 SHARED PATERNITY LEAVE

- 4.1 Strategy Officer (Sustainable Transport), Graeme Brown, commenced Shared Paternity Leave on 27 November 2019 for an 8-month period. In preparation for this Tactran in September advertised the post to provide Paternity Leave cover in My Job Scotland seeking a suitably qualified person to work either full time or part time over the 8-month period. The Job opportunity was also circulated to Councils and other partners such as Sustrans offering a secondment opportunity. However, a suitable candidate was not identified through this process.
- 4.2 Therefore, consultancy support has been sought and Merry Scott Consulting has been awarded a contract providing cover for up to two days per week until end of July 2020. In addition to this, it has been agreed with Graeme Brown that he will work up to 20 days as Shared Parental Leave In Touch (SPLIT Days) over the 8-month period.

5 FORUM OF CHAIRS OF REGIONAL TRANSPORT PARTNERSHIPS

5.1 The recent RTP Chairs' Forum was hosted by HITRANS and held in Elgin on 4 December 2019 and the main items of discussion are detailed below. The Minute of that meeting will be reported for information once approved and available. The Minute of the previous meeting, held in Glasgow on 4 September 2019, is available for information in the Members Area of the Tactran website.

- Discussion with George Mair, Confederation of Passenger Transport on bus patronage and the recently announced Bus Partnership Fund;
- Discussion with Caitie Dundas MSYP, Scottish Youth Parliament, on the SYP's All Aboard campaign and transport issues affecting young people;
- NTS2 and STPR2 discussions with Alison Irvine, Transport Scotland;
- Consultation Responses – Public Sector Bodies Climate Change Reporting consultation;
- Rail including ECMA (East Coast Mainline Authorities) Update and West Coast Rail Update;
- Low Emissions Zone Update;
- Scottish Islands Passport Update;
- Alternative Fuels on Rural Roads;
- MaaS Investment Fund bidding outcome update.

6 THE TRANSPORT (SCOTLAND) ACT 2019

6.1 The Partnership is asked to note that the new Transport (Scotland) Act 2019 was passed by the Scottish Parliament on 10 October 2019 and received Royal Assent on 15 November. A summary of the details now contained within the Act is provided at Appendix A attached.

7 ABERDEEN – CENTRAL BELT ENHANCEMENTS

7.1 Members will be aware that the Scottish Government announced an additional allocation of up to £200million in the Transport Scotland Rail Budget, alongside the Aberdeen City Region Deal, to provide infrastructure improvements on the rail line between Aberdeen and the Central Belt to enable improved journey times and increase capacity.

7.2 To oversee this investment, a Reference Group was established and a Memorandum of Understanding was signed to provide a remit for the group. At its last meeting in Dundee on 12 September, a series of proposals were tabled incorporating signalling improvements, passing loops and line-speed improvements which, Transport Scotland state, are likely to achieve the aspirations of the group. Combined with wider enhancements to the network in and around Perth, Edinburgh and Glasgow, rolling stock enhancements and timetable recasts, these offer the opportunity for journey times to be improved to deliver:

Enhanced commuter services into Aberdeen and Dundee –

- Local service with minimum of half hourly service into Dundee and Aberdeen in morning and evening peaks; and
- Hourly, all stops service between the two cities.

Reduced Inter-City Journey Times –

- Aberdeen to Edinburgh – 2hrs 10mins;
- Aberdeen to Glasgow – 2hr 30mins or better;
- Aberdeen to Dundee 1 hr 10mins.

Freight Growth –

- Increase capacity on the line to enable new freight paths.

- 7.3 Transport Scotland and their rail industry partners have proposed moving the Reference Group to the footing of a Project Delivery Group. The Senior Partnership Manager will represent both Tactran and Tay Cities on the Group.

8 LOCAL GOVERNANCE REVIEW

- 8.1 The Scottish Government and COSLA jointly launched a Local Governance Review in June 2018. The Review was launched in concert with the Community Sector and was intended to ensure local communities have more say about how public services in their area are run. The Review consisted of two strands:

Strand 1: Community decision making

The Review invited people to join a conversation about community decision making, called Democracy Matters. The conversation took place over a period of six months, ending around November 2018. The outcome will help to inform new legislation.

Strand 2: Public service governance

At the same time, the Review will be working with our public sector partners, such as local councils, to consider if increasing the powers they hold could improve outcomes for people.

- 8.2 A letter has now been sent to ‘public sector leaders’ jointly by the Cabinet Secretary for Communities & Local Government and the COSLA President seeking proposals for testing and development, see attached Appendix B. Allied to the regional governance proposals for transport outlined in NTS2, this could provide an opportunity to develop alternative governance arrangements across the Tactran region along with the constituent Councils and partner agencies.
- 8.3 No submission date has been set for receipt of proposals although the following reference to a timetable appears on the web site:

‘In 2020, we will continue Democracy Matters conversations with communities on the future of local decision-making and challenge people to design new

autonomous and democratically accountable decision-making bodies that work best for them.'

9 CONSULTATIONS

9.1 Elements of the report have been the subject of consultation with partner Councils, other RTPs, Transport Scotland, City Deal PMO's and other partners/stakeholders, as appropriate.

10 RESOURCE IMPLICATIONS

10.1 This report has no direct or additional financial or other resource implications.

11 EQUALITIES IMPLICATIONS

11.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

Tom Flanagan
Director

For further information email tomflanagan@tactran.gov.uk or tel. 01738 475771

NOTE

The following papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report:

Report to Partnership RTP/19/41 Director's Report, 17 September 2019

THE TRANSPORT (SCOTLAND) ACT 2019 - UPDATE

1 Recommendations

The Partnership is recommended to:

- 1.1 Note that the new Transport (Scotland) Bill was passed by the Scottish Parliament on 10 October 2019 and received Royal Assent on 15 November; and
- 1.2 Note the potential implications for the Partnership and constituent Councils as discussed in this report.

2 Background/Discussion

- 2.1 The Transport (Scotland) Bill was introduced to the Scottish Parliament on 8 June 2018 with sections on Low Emission Zones, Bus Services, Ticketing Arrangements and Schemes, Pavement Parking and Double Parking, Road Works and Miscellaneous and General Provisions.
- 2.2 Reference is made to the minutes of the meeting of the Partnership on 25 September 2018 (Report RTP/18/30 refers) when the Partnership agreed to note the introduction of the Bill and to approve draft responses to each section of the bill as introduced and to the Financial Memorandum.
- 2.3 The Bill completed its first stage of scrutiny by the Scottish Parliament on 4 April 2019, its second stage on 26 June 2019 and its third and final stage on 10 October 2019. It can be viewed on the Scottish Parliament website in its final form at:

[https://www.parliament.scot/S5_Bills/Transport%20\(Scotland\)%20Bill/SPBill33BS052019.pdf](https://www.parliament.scot/S5_Bills/Transport%20(Scotland)%20Bill/SPBill33BS052019.pdf)
- 2.4 During the course of its passage through the Scottish Parliament, new sections were added to the Bill on National Transport Strategy, Travel Concession Schemes Application to Community Transport, Workplace Parking and Recovery of Unpaid Parking Charges. These parts were not included in the public consultation to which the Partnership responded.
- 2.5 The Bill received Royal Assent on 15 November 2019 and is now an Act. It is expected to be implemented in phases during 2020 and beyond as the necessary secondary legislation and statutory guidance codes are developed. These are expected to be put out to consultation as they are developed so the Partnership and constituent Councils should get the opportunity to respond to the proposals.

- 2.6 The possible implications for the Partnership and constituent Councils of each section of the Bill are set out below:

Part 1: National Transport Strategy

This part sets out the duties of the Scottish Ministers in relation to the preparation, consultation on, publication and laying, review of and reporting on a National Transport Strategy. The Partnership will be consulted in the preparation of any National Transport Strategy and will need to take account of its contents in developing its own transport strategies.

Part 2: Low Emission Zones

This part sets out a framework under which local authorities can make and enforce low emission zones. This now puts in place the legislation required to implement the Dundee LEZ subject to guidelines and regulations being provided by the end of 2020. The Dundee LEZ has recently been the subject of public consultation and a further report on the outcomes of the consultation and the impact of the Act and associated guidelines and regulations is expected in Spring 2020.

Part 3: Bus Services

This part sets out frameworks for: the direct operation of bus services by local transport authorities; for bus services improvement partnerships; and, for franchising arrangements. The legislation also makes provision for improvements in the supply of bus service information/data. The opportunity to enter into new, more flexible, statutory partnership arrangements may be beneficial in the development of new partnership agreements by the constituent Councils. The ability to operate vehicles under a PSV operator's licence or to make a franchising framework are unlikely to have any immediate impact, however, they are potential policy tools in the medium to long term depending upon how the local bus market evolves and how the constituent Councils view the role of passenger transport in enhancing connectivity, supporting their communities and helping tackle climate change. In taking forward such approaches careful consideration would have to be given to the associated costs and benefits.

Part 4: Ticketing Arrangements and Schemes

This part sets out a revised framework for multi-journey and multi-operator ticketing arrangements and schemes; the specification of national technical standards; and, the establishment of a National Smart Ticketing Advisory Board. Local transport authorities must also publish annual reports on their performance in relation to ticketing arrangements and schemes.

Part 5: Travel Concession Schemes: Application to Community Transport

This part requires the Scottish Ministers to publish a report setting out the costs and benefits of extending travel concession schemes to community bus services (under a Section 22 Permit) and other appropriate transport services. Some local authorities currently provide concessionary travel support for a number of community dial-a-bus services operated under Section 19 Permits and the implementation of any wider national scheme covering community transport would be welcome. Local authorities and RTPs are to be consulted in the preparation of this report.

Part 6: Pavement Parking and Double Parking

This section creates new offences in relation to pavement parking and double parking. Local authorities will have powers to exempt particular areas and to enforce the new prohibitions. When this part is implemented, there will be financial and staffing implications for the constituent Councils. The wider implications across the region will be reported to the Partnership when the statutory guidance and secondary legislation has been published.

Part 7: Workplace Parking

This section sets out a framework by which local authorities can introduce schemes for licencing and charging for workplace parking places in specified areas. Given the diverse nature of our region with both urban and rural locations, the constituent Councils may have to be very specific on where they would introduce a workplace parking levy if they were minded to do so. It might be worth considering the regional implications of this as residents of one authority could be subject to charges if a neighbouring city authority were to introduce a scheme.

Part 8: Recovery of Unpaid Parking Charges

This part sets out a framework under which private car park operators can recover unpaid charges from drivers or owners of vehicles. It will not affect public car parks operated by local authorities as these are operated under the provisions of the Road Traffic Regulation Act 1984.

Part 9: Road Works

This part clarifies the juristic status of the Scottish Road Works Commissioner and extends his enforcement powers. It introduces new requirements for roads authorities to comply with the statutory Code of Practice on Safety at Street Works and Road Works and for supervisors and operatives to be qualified under specified training modules. Utility companies undertaking road works must already comply with these requirements. They are regarded as best practice by the Health and Safety Executive local authorities already comply on a voluntary basis. There will not, therefore, be any significant staffing or financial implication for the constituent Councils when these new requirements are introduced.

Part 10: Miscellaneous and General

A new requirement is introduced for health boards to have regard to community benefit when entering into contracts for non-emergency patient transport services and a duty to work with community transport bodies in providing such services. There are amendments in the provisions covering the financing of regional transport partnerships. There will be a minor change in the procedure for local authorities redetermining the right of passage on a road. There is a section defining individual culpability where offences under the new Act are committed by an organisation. Most of the provisions of this part are fairly technical and are unlikely to have any significant financial or staffing implication for the Partnership or constituent Councils when implemented.

Regional Transport Partnerships: Finance

There is provision in the Act to bring the remaining RTPs in line with STP and local authorities and allow them to establish reserve funds to better balance their finances at year-end and to be able to plan budgetary provision between core, contributory and external funding more effectively.

Public Sector Leaders
By email

28 November 2019

Dear Public Sector Leader

LOCAL GOVERNANCE REVIEW – DEVELOPING AND TESTING PROPOSALS

The Local Governance Review has stimulated an important discussion on taking forward our commitment to subsidiarity in Scotland. We will use the remainder of this parliament to develop and test those ideas and proposals with the greatest potential to improve outcomes.

It is well understood that public services need to reflect the unique circumstances of the communities they serve. We want to support reform at local level and recognise it is when debates are held locally that people can most meaningfully engage. By fundamentally challenging whether traditional models of governance and associated service delivery are best placed to respond to local priorities we can identify how to transform local democracy in ways which drive improvement across public services.

Following a highly inclusive process of engagement with communities and public services across Scotland, we now have a much better understanding of the type of changes which could make the most positive differences to people's lives. People from a wide range of backgrounds were clear that different places and diverse communities work best when they have local control and influence over decisions that affect them most. We are responding to what we have heard through work on three interconnected 'empowerments':

- community empowerment through a new relationship with public services where communities have greater control over decisions
- functional empowerment of public sector partners to better share resources and work together
- fiscal empowerment of democratic decision-makers to deliver locally identified priorities

Our approach reflects the clear appetite for transformative change, based on a belief that democracy matters and in the sovereignty of our communities. This means that subsidiarity is an issue worth taking the time to get right.

Community empowerment will involve continuing the conversation we started with people to design new autonomous and democratically accountable decision-making bodies that will work best for them. We will provide examples of the imaginative ways in which communities are already taking decisions for themselves and ask whether transformative governance arrangements could have helped to achieve better outcomes more easily. Illustrative scenarios, based on the most detailed and ambitious ideas received so far, will prompt discussion on key elements of future arrangements. In-depth work in a small number of communities will road-test emerging models.

Fiscal empowerment is also key to strengthening local democracy. Separately, we are developing a fiscal framework, recognising the vital interplay between Local Government and the Scottish Government, to consider the balance and structure of the budget as well as the certainty that can be provided through multi-year arrangements. This, combined with the measures on local tax reform already agreed by the Scottish Government – should they be agreed by the Scottish Parliament, will deliver the most significant empowerment of local authorities since devolution. Work on a locally determined tourist tax and the new power to enable local authorities to introduce a workplace parking levy will inform the development of a framework, which will be introduced in the next parliament. Fiscal empowerment can also inform the design of community level decision-making bodies, when determining how these are to be resourced.

Functional empowerment of public sector partners will involve considering new mechanisms which create conditions for greater local self-determination and improving the way public services work together, whether that is at Community Planning Partnership level or more regionally. Diverse places, from our islands to our cities, have entered into initial discussions about alternative governance arrangements they feel would work best in their circumstances. We are inviting you to submit proposals setting out how your organisation with your partners can contribute to this work (Annex B).

Coordinated action across fiscal, functional and community empowerment will ensure new governance arrangements are mutually supportive. Just as we will be continuing the engagement process with our communities, local partnerships continue to be fully authorised to bring forward new place-specific proposals. To date, local partners have focused on functional empowerment at Community Planning Partnership level. Proposals which include fiscal empowerment are also of interest. As are those which will support the ambition communities expressed so clearly during last year's

Democracy Matters conversations to have greater control and influence over decisions that affect them most.

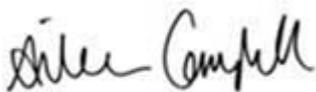
Scottish Ministers and the COSLA leadership have a clear expectation that all public sector partners engage constructively in local level discussions to further develop ideas with the most transformative potential. The Scottish Leaders Forum also provides a platform for cross-cutting discussions from which to build and test alternative approaches together.

Next steps will be to prioritise proposals and agree the nature and quantum of resource required to give each the best chance of success. Proposals which are not awarded 'priority' status will remain part of the process, with the Scottish Government and COSLA providing input into their development on a case by case basis, where local partnerships would find that helpful.

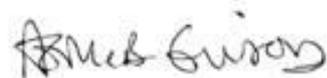
When developing and testing proposals we will be guided by democratic renewal principles, along with other key elements of the work which emerged through the first phase of engagement (Annex A). We will support proposals which clearly improve people's lives, create efficiencies and protect local democracy and our NHS.

Your input is essential if we are to make the transition to place-based decision-making and a vibrant democratic future. You can make contact with the team at any stage at: democracymatters@gov.scot or 0131 244 0709.

AILEEN CAMPBELL, MSP
Cabinet Secretary for Communities
and Local Government



CLLR. ALISON EVISON
COSLA President



Principles when considering proposals

1. Subsidiarity & local decision making

Decisions should be democratically accountable and taken at the lowest possible level or at the level closest to the people they affect.

2. Simple, Open Democracy

People should be able to genuinely influence the decisions that affect them and their families and can trust in the decisions the people they elect make on their behalf.

3. Personal & Empowering

People should have the equal opportunity to participate and have their voice heard in decisions shaping their local community and the society they live in.

4. Fairness & Equality of Outcomes

Arrangements should be appropriate and tailored towards the needs and aspirations of people and places, to support the delivery of shared national outcomes.

5. Financially sustainable & preventative

Arrangements should be effective, efficient and represent value for money for Scotland as a whole.

Other Key Elements of the Work

We are committed to **Place-based Approaches** which embrace asymmetric decision-making arrangements as a means to help promote integration across public services and energise local democracy.

Any new arrangements will take account of learning from the review's ongoing work stream of **Research and Evidence Gathering**.

The process of undertaking the next phase of the review will continue to have a **Rights Based Approach** at its heart and we will build on and expand our efforts to involve those whose voices are least often heard.

Throughout the review process we will take account of the **Wider Political Environment** to ensure the review continues to help deliver our ambitions for democratic renewal and public service reform.

The 2019-20 budget settlement identified a number of **Fiscal Empowerment** related work-streams. These have a specific timetable for action agreed with parliament. The review will consider any additional fiscal proposals as this work progresses.

Submitting Proposals

You may find it helpful to use the headings below when submitting proposals. This will also enable COSLA and Scottish Government officers to enter into dialogue over what ongoing support can be provided.

Please provide a concise summary under each heading below. Where possible set out the links between the three empowerments – community, fiscal and functional – in ways which demonstrate how these will be mutually supportive.

Outline of proposed governance changes

The outcomes this seeks to achieve

Who is involved – partnerships/communities

How the proposal will be developed and tested

Any cost/resource implications that need to be considered